

COMMITTEE MEMBERS OF VCCA(Q) 2016-2017



Club Patron: His Excellency the Honourable Paul de Jersey AC Governor of Queensland

President: **Bob Burley**
email bowtie@aapt.net.au (07) 3886 0059

Immed. Past-President: **Bruce Wright** (07) 3325 5885

Vice-President: **Peter Arnold** (07) 3298 5539
email parnold4@bigpond.com

Treasurer: **Hazel Burley** (07)3886 0059
email bowtie@aapt.net.au

Secretary **Rhonda Guthrie** (07) 5536 2717
email secretary.vccaq@gmail.com

Events Director: **Albert Budworth** (07) 3361 2424
.....email albertdianebudworth@outlook.com

Property Director:
David Hackshall (07) 3805 2041
email david@pbiaustralia.com

Committee Members:
Carolyn Robinson (07) 3201 1986
email redbubble@picknowl.com.au
Russell Massey (07)3893 3414
email vvancode@iinet.net.au

Honorary Life Members

RACQ
Phil Fletcher
Hugh Kimlin
Grahame Wilkinson

Non-Management Positions:

Editor:
Carolyn Robinson (07) 3201 1986
email redbubble@picknowl.com.au

Dating Committee:
Ross Guthrie (Chairman) (07) 5536 2717
Bob Collett 0411 242 360
Syd Norman 0427 452 261
Paul Blake (07) 3878 6483

Member Liaison:
Ross/Rhonda Guthrie (07) 5536 2717
email guthrie45@bigpond.com

Librarian:
Wayne Aberdeen (07) 3396 8556

Club Historian:
Denis Martin (07) 3379 2530

Webmaster
Peter Ransom (07) 3359 2671
email pjransom@westnet.com.au

Queensland Delegate to National Body

Bob Burley (07) 3886 0059
email bowtie@aapt.net.au (07)3886 0059

Club Delegate to Qld Historic Motoring Council:

Albert Budworth (07) 3361 2424

The Club holds its meetings on the first MONDAY of each month (excluding January). Meetings are held in the VCCA(Q) Clubrooms at 1376 Old Cleveland Road, CARINDALE. (Corner of Old Cleveland Road and The Gateway Arterial Road – Refidex Map 182 E5). Meetings commence at 7.30pm, and Visitors are always welcome.

The telephone number for the Clubrooms is (07) 3843 0010

The Club website is: www.vccaq.com

Membership fees for 2017/18 are:

Full Membership (single): \$ 62 ;	Joint Membership \$.68
Country Membership (single): \$ 50	Joint Membership: \$ 55
Associate Membership \$ 50	
There is an additional joining fee of \$30.	

Note: There is an **ADDITIONAL CHARGE OF \$7** for those members requiring a mailed copy.

Membership fees may be paid by direct deposit into the Club's Account:

Bank of Queensland A/C 21577447; BSB 124001, giving details of your name.

Or By Cheque, made payable to Veteran Car Club of Australia (Queensland) Inc.
(Please use full name as above to comply with bank requirements.)

Membership Application Forms are available from the Secretary at the address below.

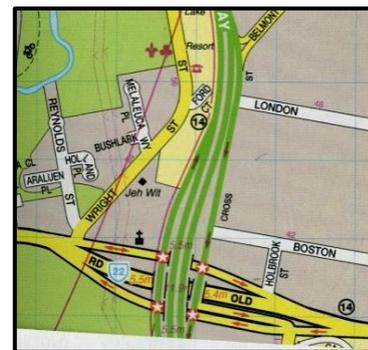
All articles for publication in "**Veteran Torque**" must be with the Editor by the 20th of each month.

Please send contributions to::

Carolyn Robinson
8 Thoona Close Karana Downs Qld 4306
Ph. (07) 3201 1986; email: redbubble@picknowl.com.au

All other correspondence to:

The Secretary, VCCA (Q) Inc.
1376 Old Cleveland Rd, Carindale Qld 4152
email secretary.vccaq@gmail.com



"I'm running late for "Maryborough"

President's Report



The last working bee was very successful, with lots of members, lots of trailers, mowers, chainsaws, and a lot of work was achieved. There was so much foliage it had the top car park full and some had to be removed on the Committee meeting day. There are still some gardens to tend and trees to come out due to the tree roots. Chris from the church next door came over and had a good chat about the gardens on our common fence etc. all good.

Looking forward to the Maryborough Rally, after a show of hands at the meeting it seems that a good deal of us will be up there.

My Singer as of the 22nd June now has the transaxle sitting in the car, the drive line, brakes, hubs, brackets and oil still to do. As in the words from Les Misérables "*One Day More*".

Next on the agenda is the Presentation Dinner on the 5th August at the Clubrooms. Hazel and I have a lot in place, maybe suggest a sleepover. Look for more information in the magazine.

Bob Burley

A Note from the Treasurer



It's that time of the year again, seems to come around faster every year!!! Yes, the membership fees are due and I have sent out all the individual accounts.

Thanks to the many members who have been very prompt in paying their fees already. I will either give you or post your receipt and membership cards. Thank you to Peter Arnold for printing all those membership cards.

The Presentation Dinner is on the 5th August. If you wish to attend please pay by cheque or direct deposit before the 22nd July. I will need to have confirmed numbers to give to the caterer by then.

Thanks
Hazel Burley

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A REMINDER:

The regular General Meeting scheduled for Monday next, July 4th has been cancelled due to the fact that a large number of committee / members will be at Maryborough.

So don't turn up at the Clubrooms – they won't be open!



You are invited to the
Annual Presentation Dinner

When: *Saturday 5th August 2017 at 5.30pm*

Where: *Clubrooms, 1376 Old Cleveland Rd. Carindale*

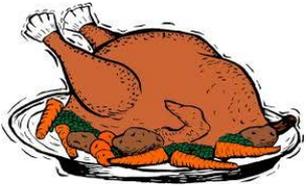
Cost: *Members \$25, subsidized by the Social Club.*

Non-Members \$35: Children \$15

Dress: *Smart casual*

The meal will consist of hot hors d'ouvres followed by a Roast Dinner and Dessert. A Punch will be available. BYO drinks.

Please advise any dietary requirements.



RSVP: *22nd July 2017 to Hazel, Ph. 3886 0059/0403 041 984*

If you wish to pay me in person please pay at the June meeting. The July meeting has been cancelled as a number of members will be at the Maryborough rally and the August meeting is after the Dinner. You can send a cheque or pay directly into the Club account, please remember to put your name with the payment.

Bob and Hazel Burley



**Minutes of the Six Hundred and Thirty Eighth General Meeting of the
Veteran Car Club of Australia Qld Inc.
Held in the Clubrooms at 1376 Old Cleveland Road Carindale
Monday 5th June 2017**

Welcome: President Bob Burley opened the meeting at 7.35pm and thanked everyone for attending.

Attendance: 45 Members as per attendance book

Apologies: Bruce Wright, Trevor Brosnan, Frola Gilltrap, Trish Hanley, Neal & Jan Sims, Hugh Kimlin

Bob reported to the meeting that Hugh Kimlin is not very well and is thinking of selling both his veterans – Hupmobile Tourer, Model 32 and a Roadster which is partly restored.

Minutes of the Meeting 1st May 2017: Minutes as published in the club newsletter, so will be taken as read. Rhonda Guthrie moved that they be accepted as a true and correct record, seconded Alan Carpenter

Business Arising: Nil

Correspondence: Inward:
Magazines from various Clubs
Certificate of Appreciation 19/5/2017 from the Delaneys Creek State School

Emails: QVVA regarding the microphone system
Robert Lovell regarding the magazine fees

Business Arising from Correspondence: Club membership fees to be discussed in General Business.

Rhonda moved that the inward correspondence be received and the outward be endorsed seconded by Glynn Hackshall. All agreed.

Treasurer Report: Hazel reported on the club accounts, she moved that the report be accepted. Seconded by Albert Budworth All agreed.

Dating: Ross reported that Graham Donges and Wally Lanagan have presented the Dating Committee with paperwork required for their veterans to be dated. This will entitle them to receive their 100 year badge which will be presented to them at the Maryborough Rally. There will be 5 – 100 year badges presented in Maryborough. If your Veteran car is 100 or more years old and you wish to have a centenary badge, your veteran needs to be dated by the club Dating Committee first.

Library: Wayne Aberdeen mentioned that there are 15 of the *American Horseless Carriage* magazines missing from our club collection. If you have taken one home to read, could you please return them so the club has a full set of these very interesting magazines.

QHMC: Albert Budworth reported:

1. National Heritage Tour to be held in Albury 28th March to 4th April 2020. The event will cater for all cars up to the 30 year rolling date. There could be thousands of vehicles.
2. Importing of vehicles - If you are importing a car from overseas you are now required to sign a statutory declaration stating there is no asbestos anywhere in your vehicle. The departments know there is asbestos in brake linings, head gaskets, clutch linings. If you sign, stating there is none, the officials will remove the various parts of the car and if asbestos is found you will be up for some very heavy fines.
3. there is now an Import Duty on imported vehicles over 64 years old.

Editor Report: Carol would be happy to receive one or more stories on interesting cars or restorations. Carol requires the information no later than the 20th of each month.

Web Master: Peter Ransom reported that Hugh Kimlin had loaned a wheel spreader to Monty Schofield as per his request.

Historian: Denis Martin mentioned that Donna Davis had contacted him, to say thank you to the club members for her get well card and for their kind well wishes.

SAG Report: Peter Arnold has had a meeting with Christine Stevens Chairperson of the QHMC, they are still looking for a club to share the 4th Thursday night of each alternate month at the club rooms.

Peter is organizing a flyer to be sent to other clubs who meet elsewhere in the Brisbane area.

Events:

27th June – 3rd July - Maryborough “Mary Poppins Festival” organized by Terry & Regie Lewis, and their fellow local club members. There is a lot of interest from the club members as well as interstate enthusiasts. The southerners are coming to enjoy our winter. I understand the Wallace Caravan Park is now totally booked out.

9th July The RACQ is allowing cars to be delivered on the Saturday 8th July and stored in a safe area so as to make it easy for entrants to place their cars on display on the Sunday. The Club Treasurer has forward a cheque to the RACQ to cover your entry.

10th – 14th July National Brush Rally based in Dalby. Contact Graham/Irene Donges, email: irenedonges@bigpond.com mobile 0419 751 324

5th August Club Annual Presentation Dinner - As there is no club meeting in July because a large number of members will be attending the Maryborough Rally could you please pay Hazel for the Presentation Dinner tonight or pay on line directly into the club account.

19th August Club Swap –(gentlemen hours) 8am to be held at the club rooms veteran & vintage parts only - there is a gold coin entry fee. The usual sausage and onions on a slice of bread will be available to purchase / enjoy.

25th – 26th August - Bribie Island - Bridge to Bridge I'm sure it has been a long time since you explored Bribie Island, let us make this a weekend to remember. You may wish to arrive on the Friday and leave either on the Sunday or maybe stay until Monday. Our base will be the Bribie Is Top Tourist Caravan Park – Jacana Avenue, Woorim, Ph 07 3408 1134. Cabins are also available, at a variety of prices. Bribie Island Caravan Park is the perfect destination for a relaxing beach holiday or a few days. Take a leisurely stroll around Woorim to the local shops, enjoy a coffee in one of the cafes or a meal in the local hotel or surf club. Now doesn't that sound enticing. This could be your shake down rally before departing for Clare in September.

---- Sept - WA Rally West to be held in Geraldton – Paul & Helen Blake are planning on attending.

17th Sept All British Day Display held at Vivian Street, Tennyson from 8.30am to 2pm. Display cars \$15 with metal Souvenir Badge.

24th – 30th Sept - SA National Rally to be held in Clare. The Queensland club will be well represented as there are quite a few club members travelling south for this event. Entries close at the end of July 2017

1st October SA holds a “Down Under London to Brighton” one day rally, this event is held every year in SA

7th 9th October – Stop over in **Temora** on our return journey for a few days of exploring the local area, eg: Cootamundra, Junee, Coolamon If you have your own accommodation it is suggested we book into the Temora Airfield Caravan Park, 7 Tenefts Street Temora 2666, Phone 0418 780 251 - caravanparks@temora.new.gov.au - or there are plenty of motels in town though they could be booked out for the Saturday night – you may have to book a hotel room for that night or for the time you are in town. For information regarding these few days please contact Rhonda Guthrie.

4th November - Our Events Co-ordinator Albert Budworth is planning an Environmentally-friendly Social Day. Toooo hot to drive a veteran car at that time of the year. I think we will have to arrange transport passes for this day. That will be interesting for those who always drive their car. (Guthries)

16th December Club Christmas Party

2018 1 & 2 Cyl Rally to be held in Tasmania – Deloraine - Kevin & Joyce Brooks, John & Diane Farrier, Merv & Margaret Thompson, anyone else planning on attending ??????

2018 23rd – 29th September NSW National Rally to be held in Forbes

2019 30 Aug - 6 Sept HCCAA S-E Australia Region International Tour, See Club Website – expression of interest there

2019 QLD National Rally to be held in Bundaberg area dates still to be confirmed.

2020 It is Queensland's turn to arrange a 1 & 2 Cyl. rally - but where - and who is interested in being part of a committee to organize such an event? The town chosen must be able to handle the accommodation and the catering for approx 100 entrants this needs to be thought about very carefully. This event really should be decided before the 1 & 2 Cyl. rally in Deloraine next year, so entrants at that event can be notified.

Property Report: David Hackshall would like to have a club working bee on the club grounds **Saturday 17th June** (morning tea provided) the grass will require mowing, gardens to be weeded and there are trees that require trimming and taking away, so if you have a trailer that you could bring that would be very handy.

General Business: President Bob thanked Kevin & Joyce Brooks for an excellent rally even though the weather was not always kind. There was a rally report in the last newsletter. Unfortunately Graham Donges Brush broke down and Bob & Hazel's Singer broke an axle. I'm sure the Brush will be back on the road soon, and that Bob has the axle problem under way with a repair / replacement.

Kevin requested that the Secretary write thank you letters to the various schools and home the members visited. Kevin requested that the club also give a donation to the two schools. After much discussion it was decided that the club send a cheque for \$100.00 to the two schools. Kevin mentioned that the children at the schools were very well behaved and asked great questions.

Syd Norman moved that the club donate \$100.00 per school from the Rally fund. Seconded by Albert Budworth.

Kevin Brooks requested on behalf of David Revell if anyone has a Carbie ZU4 anti clockwise. Bob Collect thinks he may have one and will check.

Brett Hollingum came delivering a present this evening. He was helping a friend clean out his home and so we now have a brand new roll down screen that photos and movies can be seen from. The club will mount it on the wall so all tenants can take advantage of the screen. Glynn Hackshall & Syd Norman opened the box so all club members could see the new screen.

Newsletter -

Vice President Peter Arnold reported - If a club member has access to a computer but still requests a printed version of the club magazine Veteran Torque, the cost to the club member should be \$25.00 per family, that is for 11 newsletters. The past 12 months the committee has charged them only an extra \$5.00. The committee would like to suggest that we increase this amount to \$7.00.

Peter Arnold – moved that the club increase the charge to \$7.00 per family who receive the printed version of the club newsletter. Seconded by John Day President Bob requested a show of hands who were happy to increase this charge, 31 for 10 against

Peter Arnold reported that for the year July 2016 – May 2017 the club has a shortfall of approx. \$1,930.00 in other words our membership is not covering the cost of running the club.

The cost of printing and posting of the club newsletter to club members who request a printed version was discussed. This year the members who paid the extra \$5.00 per family to help cover the cost, this amounted to \$300.00. This doesn't cover the club expenses for printing and posting the newsletter. The committee feels this amount needs to be increased,

With the digital era nearly everyone has a computer, which the newsletter could be read from or printed off at home, but some of those club members prefer to have the club post them a printed version. Naturally this costs money and the \$5.00 per family certainly doesn't cover the cost.

Carol Robinson mentioned that the club has 108 newsletters printed each month 1 x Library, 1 x Governor, 30 x other clubs and 70 are posted to club members. Printing costs average \$1.15 per newsletter and Postage approx. the same. This means the cost is approx. \$25.00 per family who receive a printed version.

Peter Arnold reported that 1/3 of our expenditure goes into the printing and posting of our club newsletter.

If we go back to the process of everyone receiving a printed copy we will need to increase our membership by quite a bit of money.

Open for discussion:

- Graham Donges - said he has found reading the newsletter on his iPad quite easy, as he can increase the size of the words to his liking.
- Glynn Hackshall – only about 20% of members attend club meetings.
- Peter Ransom - the other clubs to which he belongs have gone totally digital.
- Trevor Farnell – he receives quite a lot of newsletters from other clubs via his computer and he reads what he finds interesting.
- Carol Robinson - asked how many club members remember what they read, from ours and other clubs' newsletters. Carol also said she was happy to email the other clubs and notify them that they will no longer receive a printed newsletter from the Qld Veteran Car Club. Those clubs will either receive the newsletter via email or they can download it from our website.
- Irene Donges - what was the financial breakdown of the club membership eg: Club Insurance - Public Liability, stationery, club badges, centenary badges, engraving club trophies, Veteran Torque, just to name a few.
- Rhonda Guthrie – said that she is now receiving some newsletters via email from other clubs. Rhonda forwards the interstate Veteran Car Clubs Newsletters, but not necessarily the ones from smaller clubs to all club members with an email address. Trevor Farnell requested that the secretary email all incoming club newsletters to all club members

Speakers for the Motion:

Peter Ransom and Peter Arnold both said they supported the increase, but don't like the idea of members having to pay extra money.

Barbara Clegg suggested we increase all club members membership, then we wouldn't need to pay the extra for printing and postage.

Phil Fletcher Asked Why are we a club? Why do we meet? We do it to communicate with likeminded people with an interest in old cars.

John Day recommends that we do not send a printed version of the club newsletter to other clubs.

Peter Arnold – Right to Reply

Good to have these discussions. The issue – do we charge members to have a hard copy of the club newsletter. The fact that not all of our club members have computers – also those who live in the country don't have very good internet reception.

Membership Increase: the Committee is suggesting that the Club increase the full membership single from \$60.00 to \$62.00 couple membership from \$65.00 to \$68.00. Country and associated membership to remain the same at \$50.00.

Treasurer Hazel Burley moved that the Club increase the membership fees as stated. Seconded by Trevor Farnell, all agreed.

Meeting closed 9.15pm

Rhonda Guthrie
Hon Secretary, Veteran Car Club of Aust. (Qld) Inc.

From your Editor

As I remarked at the previous General Meeting, I received an underwhelming response (ie none) from members to "What Car is This?" (page 12, June *Veteran Torque*).

For the record, the car, is a 1915 Finley Robinson Porter [F.R.P], of which there were only nine manufactured, and of which this is the sole survivor. The vehicle illustrated is in the Seal Cove Auto Museum, Mt Desert Island, Maine, USA.



Due largely to time constraints to put this issue out early (and space restrictions), it is suggested that members go to the QHMC Website (www.qhmc.org.au) to read the recently received Minutes of their latest Bi-Monthly Meeting held on May 25.

Of particular interest is an article written by Doug Young of the VCCQ, and originally printed in their March 2017 issue, entitled: "A Hobby, A Heritage, An Industry: How the Luxury Car Tax Impacts Them All"

DISCLAIMER

Articles and advertisements appearing in *Veteran Torque* are published in good faith on the understanding that the content is legitimate, and no responsibility for their accuracy is accepted. Opinions expressed herein are solely the views and opinions of the contributors and are not necessarily the views and opinions of the Management or Membership of the V.C.C.A (Q) Inc.

Seniors Page

You are an older Senior Citizen and can no longer take care of yourself, and the Government says there's no Nursing Home care available for you. So what do you do? You opt for Medicare Plan G.

The plan give anyone 75 or older a gun (Plan G) and one bullet. You are allowed to shoot one worthless politician. This means you will be sent to prison for the rest of your life where you will receive three meals a day, a roof over your head, central heating and air conditioning, cable TV, a library, and all the Health Care you need. Need new teeth? No problem. Need glasses? That's great. Need a hearing aid, new hip, knees, kidney, lungs, or heart? They are all covered?

As an added bonus, your kids can come and visit you at least as often as they do now! And who will be paying for all of this? The same Government that just told you they can't afford for you to go into a Nursing Home. And you will get rid of a useless politician while you're at it. And now, because you are a prisoner, you don't have to pay any more income tax!

Is this a great country or what?



Now that I've solved your Senior Financial Plan, enjoy the rest of your week!

* * * * *



**Retirement
is the only thing
that will make
you realize
how you wasted
all these years
trying to
BE MATURE
when you can
get back to
BEING A CHILD
at the end
of it all...**

The "Lion" Story -- By Bruce Wright

I have been asked if I would write the story about how I caught a lion, not the African variety, but the rare and long extinct Adrian Lion species, examples of which now reside only in the Lenawee County Historical Museum and suburban Brisbane, Australia.

I have the good fortune to own the car in Brisbane and, in the finding of that car back in 1974, bringing about the acquisition by the Museum of their car. A good outline of this story is contained in the museum booklet, The Adrian LION Authored by Charles Linquist, but the finding of the car and its recovery in bringing it home are something else again. Perhaps the following will bring some understanding and interest.

I was 37 years old in 1974 and had been interested in old cars since childhood but through various circumstances had never had the chance to either buy a restored brass age car, which is really what I wanted, or to acquire something unrestored and build it up myself.

At that time I had some informally acquired mechanical skills and lots of enthusiasm, but offsetting that I had limited resources, a demanding business to run and looming education needs of a growing family of 4 children. Nor did I have the very necessary physical space needed to house or assemble a historic car, so I formed the habit of asking anyone who I thought may help the question "do you know anywhere I may find the remains of an old car?"

I got all sorts of answers to this, some leading to cars 20 years old (that is an old car to some people) and many other leads to where cars of interest had been before being junked or captured by others years ahead of me. This went on for years without revealing anything viable until in late 1973 I got what appeared to be a positive response from the owner of a large cattle and sheep property in the north-western part of this very large state of Queensland. This man told me that another man had told him that he (the 2nd man) had stumbled on the remains of what was obviously a very old car in heavy bush country in the tropical north of this state, some 300 miles from the station and about a thousand miles from where I lived.

Much conversation ensued, telephone calls made, much chat over the dinner table, maps purchased of the specific area from commercial stationers and the Government Printer, and a whole set of logistics examined to mount a trip to recover a car I didn't know existed for certain, let alone how I was going to get it out of some very rough country. It transpired that the remains were situated on Crown (State Government) land where in 1924 a small number of small farms had been surveyed off a lease to farmers who with the passing of time, ultimately found they were too small to be viable and they were abandoned. It was to one of the small leased properties that the car had been brought, used, and ultimately broken and left. The remoteness of this place has to be seen to be believed and I still wonder how it was that, about 100 years ago, these people went into that part of the country at all.

By early 1974 a decision had been made to try and recover the remains of the unknown car as soon as the tropical season ended. However, this was complicated and delayed by extensive rain and flooding of the area in the January of that year, the site of interest being inundated and preventing access for several weeks. The last 100 odd miles of road nearest the property were formed but unsealed and were unusable.

Finally we (my wife and I) set off in early April on what was scheduled as a week camping trip to get the car, complete with a dual axle trailer, tools thought necessary for the task, and an adequate supply of camping equipment and food. This was to be the first "bush trip" where I was accompanied by my wife so a major concession was made for her; we took a small tent and I erected it each night. Some amusing incidents can be recounted about nights spent in the tent with active wildlife outside. After a full 2 day drive, with detours and diversions to avoid still flooded roads and some bogged vehicles, we arrived in the small town nearest the car remains and this was where I had my greatest piece of good luck. I met a man named Les Tagg. Les was a local, an expert bushman, employed by the State Lands Department whose occupation it was to inspect and maintain a couple of hundred miles of what we know as "The Dog Fence".

This fence runs through many hundreds of miles of western inland Australia, its purpose being to act as a barrier preventing the local wild dogs (dingoes), and others from entering sheep and cattle grazing country. The fence is some 8ft high, wire mesh, with the lower part buried in the ground so as to prevent burrowing underneath.

Fortunately for me, Les was at home when I called, on sick leave for a couple of weeks following surgery for a hernia. He was interested in my story and, even though he had lived in the area for many years and knew the country backwards, he had no knowledge of any old car remains in the particular area of interest to me, about 25 miles out of town, virtually on the banks of the Flinders River. However, we quickly established some rapport and during some typical country Queensland socializing he agreed to accompany me the following day in a search for the remains of the unknown relic, hernia repair notwithstanding.

I learned at this time where we were to walk was no place for ladies, was full of scrub and undergrowth up to your armpits and was the home of lots of wild pigs and sundry other wildlife. It was decided that Les' 4 wheel drive vehicle would be better for the job of bush driving than my Ford Falcon and that he would take along his .243 Winchester to deal with any unwelcome surprises. All I had to defend myself with was my axe, so I decided to take that, just in case.

The following day was bright and clear and, reasoning that we had no idea of the possible difficulty finding the relic, we set off in my car only rather than take a chance having too much to do in the one day. A very good decision as it turned out. Our first objective was to find a supposed sign post off the main road to a particular property reckoned to be about 25 miles but, in fact, turned out to be 45 miles. Having done that we had to next find what was described as the remains of an indistinct track, bearing off to the east, only a short distance from the turnoff, and that was fairly easy. From that point we could drive no further, so the real search began on foot.

I had purchased from the Government Printer's office a copy of the original surveyor's map of the target area, made in 1924, and produced with a scale of "8 chains to the inch". This map had shown in necessary detail a complete set of surveyor's boundary features, bearing angles, distances between features, references to corners, and so on. The map also had, overwritten upon it, the words "Thickly and heavily timbered with Gum Bloodwood Sandalwood Mimosa" and "Coolibah and Boree", and many of the reference corners used one or more of the some of these tree species. So we needed to have a good ability to recognize them individually as having been used by the surveyor. We did not have the benefit of a compass, nor GPS, just dead reckoning and bush-craft. The track we had been on initially soon petered out and the vegetation became more dense, scrub in parts up to our armpits, small gullies and dry creeks crossed, and we were happy to make a great deal of noise as we proceeded so as to make sure the wild pigs, which were also crashing through the scrub, were not taken by surprise and alarmed.

As we proceeded in a direction supported by the map we sought just one of the specimen trees as a survey reference, to carry a blaze on the trunk, knowing that we could probably use that to establish where we were and, after a number of false hopes we found one...a very large impressive Bloodwood tree, identifiable from some distance away. Then I got lucky again. As we approached this tree it became apparent, through the lighter regrowth surrounding it, that there were old signs of some human activity having taken place close by and then, when within about 20 yards we could see the bones of an old car. We had found it!

The remains of the car, and that's all they were, had three wheels on the ground with the fourth, the right rear resting on an old log and this seemed to be the ultimate reason for the end of its service life because all the working parts on that end of the rear axle were missing, brake assembly, hub and bearings, drive shaft the lot. The other end of the rear axle was intact with the exception of the hub cap. All spokes in all wheels had long since disappeared, either from age or a bushfire having been through the area.

Some time was spent examining in detail what we had found. It was pleasing to have found our objective but offsetting that was the reality that it was a good deal more damaged than had been expected. Vandals having broken some of the engine castings and partially disassembling the transmission to satisfy their curiosity, and leaving it open to the weather. I also had the very large problem of getting it out of the bush, on to the trailer and home.

There was absolutely no indication as to what the car was, no radiator, no body parts, some major components entirely missing and it had all lain there in the scrub for the best part of 50 years. It was quite apparent from the fairly large mechanical layout of the car that it was of American origin, approx 1910 – 1912.

It was also obvious that it would be impossible to get any vehicle into the site using the route we had walked, the terrain and vegetation combined being too rough, so an alternative had to be found. It was decided that we would walk out in another direction altogether, choosing a route which would allow a vehicle to follow it using the reverse direction, the following day. That we duly did, removing small saplings and other objects from our intended path, until we eventually connected with a point on the main road we had travelled earlier in the day. A brisk walk of some distance back to the parked car and we were off back to town with our news.

An appropriate celebration was held that night, with some interested town and district folks also participating, so things were slightly blurred the following morning, the day of retrieval!

At a respectable hour we set forth on the road, took over an hour to find where to enter the main road, (it would have been nice to have had some route marking pink tape, such as foresters use,) and carefully picked our way across country to where the relic lay.

The only way we were going to get the thing onto the trailer was to get it into the air and then reverse the trailer under it, having already disconnected the drive train to create 2 separate bits; the rear end, and the chassis frame with engine and transmission in place. We had no special lifting gear other than a small hydraulic jack so it was going to be tedious. I decided the best method was: Having dug holes each side, to erect poles (felled saplings) wider spaced than the width of the trailer, progressively raise the relic to a height more than the trailer deck, lash a horizontal pole (sapling) to each side pole, lower the relic onto the cross pole and then reverse the trailer underneath. When this was done, gently lower the relic to the deck. Easy. Well, not quite, but we got it done in good time without mishap and, some hours later with our treasure secured on the trailer, we arrived back in town to a very curious audience, feeling rather pleased with our performance. This of course was reason enough for another small celebration by a weary group.

As I mentally reviewed the day's events some time later I was pleased that the activity had not in any way done any damage to my companion Les's hernia repair and his assistance had been invaluable and we had found a fine new friend. Jointly we had found a Lion although it was to take another few years until we were to learn that.

The rest of the journey which was to take another two full days was almost an anti-climax but not without its own share of drama and inconvenience. The weather had changed somewhat in the region and rendered our return journey to be re-routed further east onto a flood damaged section of highway where I had the misfortune to run into the daddy of all potholes which broke a main leaf in one of the trailer springs, several hundred miles from home. It was a Sunday and no repair places were open so we had no choice other than to continue on at reduced speed, arriving home very weary.

The forgoing is a fairly comprehensive recollection of the events leading to the capture of the relic. I had no idea what make it was and the more I asked other people in the old car movement, with no results, the more I became convinced that it was fairly rare. I had even sent pictures of components to people in the USA, without a result.

Then, a couple of years later, I got a letter from Les with whom I had kept in touch, telling me amongst other things that he had recently had a conversation with a local man at his Bowls club who had seen the relic in the bush many years ago when it still had the radiator on it and it had the word LION on it.

Somewhat stunned with this news (I had never heard of such a car) I grabbed my one comprehensive reference book, Georgano's Encyclopaedia, to find a small listing that there had indeed been a LION made in Adrian until a fire burnt the plant in 1912. Other small bits of information seemed to fit.

I straightway sent off my new information to those people in the USA and other places seeking information about possible other LION cars, any parts or information, and so on. One person I had been in touch with was Tom Reese of Mound, Minnesota, who was then a Vice President, Technical matters, of the Antique Automobile club of America and I sent the news to him. He had been somewhat intrigued with what I had but couldn't identify the relic. His resources now led him to contact another man, in Rapid City, where it was reported that a Museum there contained a LION, purported to be a 1910 model, owned by one Leroy Healy.

Not long after this a positive comparison and identification was possible, with the assistance of Russ Ostrander in Rapid City, photographs and measurements etc., and it was also established that both the Healy car and my relic were of the same year model, 0 1912, cars of that year being slightly different from those of 1910 and 1911.

Possessed of this knowledge and with a new burst of enthusiasm I tried various new sources for information including a letter I sent to the editor of the local Adrian Telegram newspaper, whose name and address I obtained from the USA Consulate here. He in turn published my letter and sent to me a number of clippings of past community interest in the LION. Some of these clippings were connected to a Roger Wyatt in the form of a PR and advertising mode, so I wrote to him too. Mr. Wyatt in turn contacted a Mr. Richard Hoben whom, I understand, had a long-standing family connection with the principal founder of The Lion Motor Company.

My recollection is that it all raised some interest in the town and, in fact, I got a lot of mail from people all over the place but unfortunately none of them able to find any parts.

As all the foregoing took place the time was ticking away, I was meeting some very nice people, but not a single clue on parts for my LION was forthcoming. Nothing.

Then in October 1978 I got a letter from Russ Ostrander in Rapid City telling me that Leroy Healy was selling out and that the LION could be purchased for US\$8,500.00 and there was no certainty that the car would remain available to me. I was being placed in a position of making a difficult decision...try to buy the car, or face reality and walk away knowing that I couldn't afford the purchase price plus the obvious cost of shipping the unit from Rapid City to Brisbane, Australia.

At this time, 1978, no-one in Adrian knew about the Rapid City car, and had I had the money to purchase it I would have done so. I was aware that because of its rarity, and the trouble I had in order to get my relic, it had a particular and not to be repeated value and interest. So I decided to write to Mr Wyatt, setting out the details of the new position and, perhaps presumptuously, suggesting that because of its particular relevance to Adrian some public spirited business people may like to bond together and purchase it for the benefit of the town. There wouldn't be a second chance.

I am sure the rest of the story is well known to you, with Bill Saunders buying the car. Restoring it and presenting it as a gift to the Lenawee County Historical Museum, a very strong gesture of thanks to a community which had given him support during his working lifetime. I would have liked to meet him but never did. I hope he continues in good health.

For my part in this, I am now in the process of tediously restoring my LION, chassis No. 1294, and I very much appreciate the contact I am able to have with the voluntary people of the Lenawee County Historical Museum who have recently been a great help. Short of owning both cars it is nice to be able to get information from features of the complete one. There are very few members of the Lion Tamers Club.

Bruce Wright

[Written in 2011 to the Lenawee County Historical Society Museum.]



Editor's Note. Those interested can see an image of the Lion Forty, [Number 36202] in the above County Historical Museum collection on their website. This has not been reproduced here due to copyright

Kevin B. made the local press during the visit to Delaneys Creek State School on the recent Neurum Creek Rally



FOR SALE

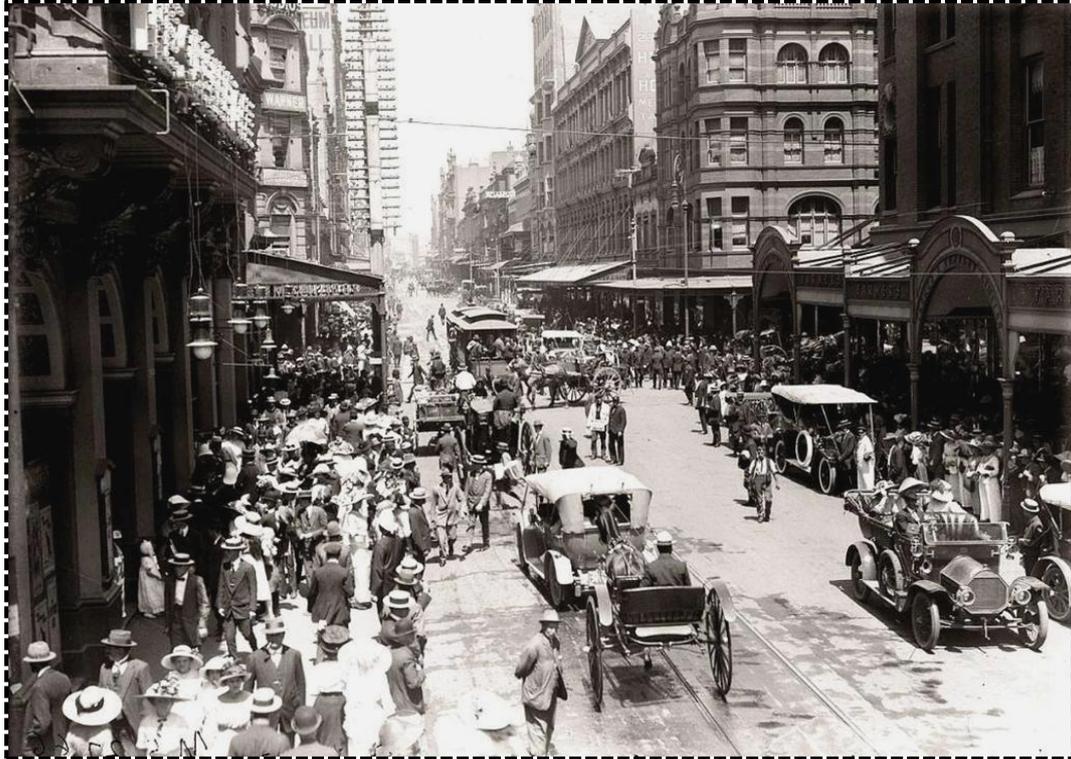
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Pitt Street, Sydney, ca 1915.

A little bit of.. HUMOUR

A lawyer, who had a wife and 12 children, needed to move because his rental agreement was terminated by the owner who wanted to reoccupy the home, but he was having a lot of difficulty finding a new house.

When he said he had 12 children no one would rent a home to him because they felt that the children would destroy the house. He couldn't say he had no children because he couldn't lie. We all know lawyers cannot, and do not, lie. So he sent his wife for a walk to the cemetery with their other 11 children and took the remaining one with him to see rental homes with the real estate agent.

He loved one of the homes and the price was right. The agent asked: "*How many children do you have?*" He answered: "*Twelve.*" The Agent asked, "*Where are the others?*"

The lawyer, with his best courtroom sad look, answered "*They're in the cemetery with their Mother.*"

MORAL: It's not necessary to lie, one only has to choose the right words - and don't forget, most politicians are, interestingly, lawyers.

